

## OF THE BOER WAR

Patriotism of the Boers Never Questioned.

## THEIR TACTICS IN BATTLE

Interesting History of Their Struggle for Liberty.

The war between England and the two Dutch republics of South Africa began with the Boer ultimatum sent to the English government by President Kruger on October 9, 1899.

The patriotism and courage of the Boers had never been questioned, but the heroic audacity of their ultimatum to one of the foremost powers of the globe took the world by surprise and won for the burghers the enthusiastic sympathy of perhaps every people in both hemispheres.

England herself was unprepared for the ultimatum. Three 10,000 soldiers from India were on their way to South Africa and a force of 12,000 men had been assembled in northern Natal under General Buller.

The British frontiers in South Africa were as yet undefended, although it had been practically a foregone conclusion for months that the prolonged negotiation over the demands of the ultimatum could only end in hostilities.

The ultimatum expired on October 11, and on that day the Boer forces invaded British territory, one force crossing the line into Bechuanaland, north of Kimberley, and a still larger one invading northern Natal through Laings Nek.

The Boers lost no time in beginning hostilities. On October 12 they fired the first gun of the war, attacking an armored train at Kruis Paal, north of Kimberley, and shelling the first British position.

The same day Kimberley was shelled and the British telegraph and telephone lines were cut. The Boers were successful in their communication cut off.

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While Buller was fighting and retreating, the Tugela River Modder river in his efforts to raise the siege of Kimberley. With 8,000 men, made up of the choicest troops in the British army, he began his advance on November 21.

On the night of November 22-23 he defeated the Boers at Belmont, losing 28 men. On November 25 he whipped his enemy at Gras Pan, losing 124 men. On November 26 he fought the battle of the Modder, losing 456 men, but driving the Boers back to Magersfontein, where on the night of December 10 he sent the famous Highland brigade to attack the Boer entrenchments.

The result was the battle of Magersfontein, in which General Buller and his 10,000 men were killed, 70 wounded and 18 taken prisoners.

This serious defeat checked Methuen's advance and he was practically beleaguered in his camp until early in February.

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last stand at Lydenburg. But Buller attacked him on September 8, defeated him, and the Boer army was scattered.

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Wet inflicted on the British at Zeefontein a most serious defeat. The British camp had one of its sides on the edge of a precipice which was insufficiently guarded and up which the Boers climbed, overpowering the pickets, and rushing through the camp, shooting the British soldiers as they came out of their tents.

Six British officers and fifty men were killed and fifty-four wounded. The Boers took a large number of prisoners and a quantity of ammunition and supplies. As usual, however, they released their prisoners. This ended the fighting in 1901.

A summary of military operations during 1901, based on official reports, shows the total reduction of the Boer force during the year in killed, wounded, captured and surrendered was 15,320 men. The British casualties in the battles were 3,113 men, of whom 1,333 were taken prisoners, but soon released.

The Boers began at length to show signs of weariness of the extended struggle. They even took up arms against themselves, General Viljoen raising a corps of 3,000 surrendered burghers to fight on the British side.

February was full of action, although "GOOD BYE TO THE HORSE," says a New York, May 31—Thomas A. Edison has solved the problem of running automobiles for long distances by light and cheap storage batteries.

This means, he says, that electric vehicles will be more common on the roads of the country and in the streets of the cities than wagons pulled by horses.

His invention has reached the practical stage where the manufactured output will soon be on the market.

Yes, of experimenting have resulted in the production of a battery that will propel vehicles for one hundred miles on a single charge. The electric vehicle will, with this battery, become an important factor in commercial life—for it is to business purposes that the inventor will first apply the result of his long researches.

These articles on the necessarily absorbing topic of food are carefully prepared and based on knowledge of chemistry as applied to cooking and practical information derived from actual experience.

First Volume—Conducted by Lida Ames, Marquette Building, Chicago, to which all inquiries should be addressed. All rights reserved by Banning Co., Chicago.

DELIGHTFUL FRUIT OFFERINGS.

In blossom time and fruitage there is no finer sight than the cherry tree. This fruit most famous by Lucullus, who chose its luscious bounty to adorn his triumphs after his victory over Mithridates, has, like progress, steadily marched "westward ho!" until in this far away country of its adoption the cultivated cherry flourishes in almost every section.

How certain we are that spring has come when the cherry trees unfold their snow-white banners to the soft, sun-drenched air, and the small, round, red fruit, like a tiny globe, hangs from its leafy branches.

"I am not alone in the world," says the cherry tree, "for I have many friends. I have the children of the world, who love me for my sweet fruit, and I have the birds, who love me for my shelter and my shade."

With a battery of twenty-one cells, weighing altogether 33 pounds, one of my assistants has propelled a runabout of sixty-two miles over all sorts of hills and grades. It runs on a comparatively level ground with the same battery continued for eighty-five miles before the vehicle came to a standstill. A heavier wagon with a comparatively heavier battery—still very much lighter than gasoline or steam engines—would undergo the same distance.

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On Monday I hope to begin the test of five lighter automobiles. I shall have them run for 5,000 miles each, recharging the batteries, I expect, after every 100 miles or so. These tests will probably continue for several months, and as soon as I am assured of the correctness of my belief in the 100-mile battery I shall start the manufacture of them.

"It is to the commercial value of this invention that I am directing my attention now. Electric vehicles for city work—delivery wagons, etc.—will soon supersede all other kinds of vehicles. Then attention may be turned to the use of the storage battery for pleasure and racing machines. With a 100-mile battery a vehicle should have little trouble in making a run almost over the whole country. The speed can run up to a mile a minute; the lightness of the battery compared with engines is a great advantage; and the reduction of cost for motive power promises to be a considerable factor.

"The storage battery is not affected by jolting over heavy roads, and the steepest grades offer no impediment to the speed."

Edison's storage battery cells are composed of thin plates of specially prepared iron and nickel, the charging and discharging of the battery oxygen is driven from metal to the other and then back again, through the action of a petal solution—without corrosion or waste. Renewal of water supply is all that is needed to keep the cells in condition and the process of recharging the batteries has been improved so that less time is consumed than for the recharging of other batteries.

Mr. Edison believes the application of the storage battery will be extended to trains and ships, but commercial vehicles will receive the first attention.

The Locust Crop for 1902.

(From the Worcester Telegram.)

Forecasters of a hot summer have reminded other forecasters of the past that the years which mark the return of the locusts are not infrequently very hot and sticky in June, July and August. As long ago as 1832 white people began to notice the fact and the Indians told them that it was nothing new. In New England's "Memorial" painted at Cambridge in 1881, Nathaniel Maynard wrote that sickle-backed locusts were killed in great numbers in June, July and August. As long ago as 1832 white people began to notice the fact and the Indians told them that it was nothing new. In New England's "Memorial" painted at Cambridge in 1881, Nathaniel Maynard wrote that sickle-backed locusts were killed in great numbers in June, July and August. As long ago as 1832 white people began to notice the fact and the Indians told them that it was nothing new. In New England's "Memorial" painted at Cambridge in 1881, Nathaniel Maynard wrote that sickle-backed locusts were killed in great numbers in June, July and August.

There were seventy of these bands in different parts of the country during the last twenty years of the century. In the Transvaal, thirty-one in the Orange River colony, and thirteen in Cape Colony. Under Delany's eight bands were scattered through the western Transvaal. South of that, in the Transvaal, there had been eleven bands. In Lake Chrissie, De Wet, with a large number of small, independent bands, was in the eastern part of the Orange River colony.

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